# Planning History

**Bulletin of the Planning History Group**

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**Notes for Contributors**
The prime aim of Planning History is to increase an awareness of developments and ideas in planning history in all parts of the world. In pursuit of this aim, contributions are invited from members and non-members alike for any section of the bulletin. Articles should normally not exceed 2500 words, and may well reflect work in progress. Photographs and other illustrations may be included. Contributions submitted on a disc, with accompanying hard copy, are to be encouraged; please contact the editor for format details.

## Contents

### EDITORIAL
1

### NOTICES
2

### ARTICLES
4

- Permanence And Change In The Built Environment: Boston, 1870-1930  
  Michael Holleran

- Colonial Town Planning In Malaysia, Singapore And Hong Kong  
  Robert Home

- Holidays With Pay  
  Helen Walker

- Defining The Metropolis In The Twentieth Century  
  Mollie Keller

### RESEARCH
22

- Ordering the Land: the 'Preservation' of the English Countryside 1918-39  
  David Matless

### REPORTS
25

- La Reconstruction De Reims, 1920-30  
  Hugh Clout

- Conference held at Reims, November 1988  
  Marc Weiss

### SOURCES
29

- National Inventory of Documentary Sources in the United Kingdom and Ireland

### PLANNING HISTORY PRACTICE
30

- Celebrating a Centenary  
  Dennis Hardy

### NETWORKS
32

- Australian Planning History Group  
  Alan Hutchings

### PUBLICATIONS
34

- Abstracts
- Catalogues
Editorial

Anniversaries necessarily have a special meaning for historians. It is less that the arbitrary passing of milestones along the avenue of time has any meaning in itself than the opportunity provided to pause and re-examine. Past events are put under a microscope and new insights can be gleaned from the fresh perspective of our own society. Each generation is enriched by a legacy of cumulative scholarship, and reinterprets past events in the light of new priorities and areas of interest. Seen in this way, anniversaries themselves become a stimulus to fresh scholarship rather than a ritualistic recognition of the past.

So what does 1989 bring for the planning historian? The year began with a special issue of The Planner (the journal of the Royal Town Planning Institute), marking the fact that 75 years have passed since the professional organisation was formed. Another pioneering event will be recalled in the June issue of Town and Country Planning, acknowledging the 90th anniversary of the formation of the Garden City Association (which from 1941 has been known as the Town and Country Planning Association). Together, the professional planning body and the garden city pressure group have made their mark on twentieth century planning, and by no means just within Britain.

Significantly, the Fourth International Planning History Conference will be held at Bournville, within the metropolitan boundary of Birmingham, a city which along with other major cities and county councils is celebrating its centenary this year. It was in 1988 that Britain's local government system, overtaken by the far-reaching population and employment changes of the previous century, was overhauled, with legislation in that year establishing the new authorities from April 1889. An item in this issue, in the section on Planning History Practice, notes the record of one county council in this context.

Planning History offers a means of bringing together news of events such as the above from around the world, and members are encouraged to use the bulletin to inform the rest of us of comparable events and of special publications, conferences and research initiatives that come about as a result. The editorial team is very keen to strengthen the comparative coverage of the bulletin, and welcomes material of this sort.

Dennis Hardy
GRANT FOR BRITISH ARCHITECTURAL LIBRARY

The British Architectural Library at the RIBA has been awarded a grant of £82,000 by the Headley Trust. The grant will be spread over three years and will fund the completion of the catalogue of all the Library's pre-1841 books.

The Early Works Collection consists of approximately 4,000 volumes and is generally regarded as one of the finest in the world relating to the history and practice of architecture.

Treasures include over 50 editions and issues of Vitruvius' De architectura and a magnificent collection of Piranesi prints. The Collection's British holdings include the major works of every important architect and architectural writer of the period, beginning with the first British book on the subject, John Shute's The first and chief grounds of architecture, 1563 and including works by or on Inigo Jones, Wren, Vanburgh and the Adam brothers.

The catalogue, available on-line in printed form, is also expected to provide a wealth of information on the hundreds of artists and draughtsmen who contributed to the book, and gives unprecedented access to the period's architectural illustrations.

Since 1978 the project has been funded by the British Architectural Library Trust, and more recently by the J. Paul Getty Trust. Publication of the catalogue is planned to begin in early 1991 and will be completed by 1992.

ROBINSON PRIZE COMPETITION FOR 1989

The Joan Cahalin Robinson Prize encourages the efforts of young and new scholars in the history of technology by rewarding excellence in verbal communications skills. It is awarded for the best presented paper at the annual meeting of the Society for the History of Technology, USA. Eligibility is restricted to persons who have not reached 30 years old by the last day of the meeting, to be held 12-15 October 1989 in Sacramento, CA. Scholars who are over 30 years old will be eligible if they are presenting their first paper at a SHOT meeting and if they are accredited graduate students or candidates for a higher degree. Presenters holding a Ph.D. are not eligible unless they are under thirty.

Candidates for the prize must submit written papers, complete with footnotes, to the Prize Committee one month before the annual meeting. Written papers should be limited in scope to what can be reasonably presented in the time allotted for oral presentation at his or her session. Members of the Prize Committee read the papers before the meeting and hear the presentations. The Committee decision rests on the quality of historical research and scholarship, the clarity of organization and coherence of arguments, audiibility and interest of voice, relevance and clarity of any visual or auditory materials used, rapport with the audience, ability to deal politely and informatively with questions, and adherence to the limits set in advance by the chair of the session.

The Robinson Prize consists of a certificate and a check for $250.

To be eligible for the prize, presenters must send a copy of the paper to each member of the Prize Committee by 15 September 1989. For further information, contact Mark H. Rose, Committee Chair at Michigan Tech, Houghton, MI 49931, or call (906) 487-2115.

EUROPA NOSTRA'S AWARD RESULTS

Europa Nostra has named 45 winners of their coveted 1988 awards for Europe's most successful architectural and natural heritage conservation projects.

Of the top 8 silver medal awards, two go to city-centre regeneration programmes, and the others go to restoration programmes on individual buildings:

- The Butchers' Hall inner city area, Antwerp, Belgium: a major programme including the restoration of 16th-, 17th- and 19th-century houses, new buildings and the creation of pedestrian areas.
- Saint Gwennole Abbey, Landevennec, France: presentation of the ruins of a 4th-century abbey and a display of its history.
- Utrecht, The Netherlands: the restoration of five city churches over a period of 20 years for religious and cultural uses.

The White Tower, Thessaloniki, Greece: restoration of a 16th-century tower and its conversion to a museum.

MAX LOCK PAPERS

The School of Planning, Polytechnic of Central London, is providing accommodation for the papers of Max Lock, who died last year. The papers, at present uncatalogued, include diaries, plans, correspondence and photographs. The School is in the process of seeking funding to both catalogue the collection and mount an exhibition, and the intention is to sort the papers into a form accessible to researchers into planning history.

Further information is available from Dr Peter Newman, School of Planning, Polytechnic of Central London, 35, Marylebone Road, London NW1 5LS (tel: 01-486-5811).
Permanence And Change In The Built Environment: Boston, 1870-1930

Michael Holleran
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Planning History Vol. 11 No 1

Articles

Continuity in the built environment is today taken for granted as a shared value. Neighbourhood stability and historic preservation are universally approved as principles, and in practice become controversial only when they conflict with one another or other interests.

The situation in the mid-19th century was profoundly different. The whole culture of planning and building was based on continual change. Real estate investors anticipated ever-denser use, and residential property was valued and developed with an eye to its eventual conversion for commercial purposes. Subdivisions were often replatted during the development process to accommodate denser building. Neighbourhood deterioration, if unwelcome, was accepted as inevitable. The cycle from fashionable new residential areas to commercial or slum use could be drawn from fields progressively removed from urban planning. The "perpetual care" cemetery movement aimed to secure an earthly durability corresponding to spiritual eternity. In architecture, the Colonial Revival style began in the 1870s, encouraging preservationism and at the same time creating the potential for a permanent future of value. Beginning in the 1890s, building height and land use regulations - the predecessors of modern zoning - imposed on existing areas the same kinds of restrictions being put into deeds in new areas. For the first time, American cities explicitly sought to avert change in their patterns of land use and built form. The impulse received its clearest expression in the preservation movement, which began, as an urban-phenomenon, in this period.

Other examples of the search for permanence can be drawn from fields progressively removed from urban planning. The "incumbrance" problem was viewed to be an earthly durability corresponding to spiritual eternity. In architecture, the Colonial Revival style began in the 1870s, encouraging preservationism and at the same time creating the potential for a permanent community architectural identity. The same period saw the first move toward setting aside wilderness areas as national and state parks, and the beginning of efforts to preserve the archaeological remains of pre-Columbian settlements.

Approaches to environmental stability changed so thoroughly and along so many parallel lines that the changes appear in retrospect as a single phenomenon. How did attitudes towards environmental continuity change at the end of the 19th century? Why did permanence become a dominant goal of public policy? What kind of groundwork did the planning movement lay for the 20th century?

In spite of these legislative interventions on behalf of change, courts in Massachusetts as elsewhere were generally reluctant to overturn expectations of permanence. In real estate theory up to this period it was axiomatic that any restriction on the right to use land meant a corresponding diminution of its value. The success of deed restrictions and building setbacks indicates the viability of permanent or at least long-term restrictions.

Deed restrictions

Only if land developers and cities could assume that land uses were permanent, and thus avoid the growing wastefulness and lack of fit of standardized, one-size-fits-all urban fabric, could uncontrolled change be prevented, durable and expensive infrastructure such as streets, lots, utilities and transit lines be configured for particular land uses rather than for generalized speculative potential. Deed restrictions were not generally explicit as to their duration, yet many developers increasingly used explicitly perpetual tenets of earlier theory. Deed restriction practice in the next several decades displayed an unambiguously trend towards greater permanence, but rather a heightened awareness of it as an issue. Fashionable developers increasingly used deed restrictions as a private weapon of control. It was the earliest center of urban preservationism. Its building height restrictions, the first in the country, preceded the nationwide precedents for zoning law.

Deed restrictions were not peculiar to Boston; it can be found expressed in the planning and development of cities both old and new across the country, but in Boston we can best examine its roots.

Deed restrictions were a phenomenon separate from but related to the planning history movement. Fourteen years later a demolition of desirable residential land, as in an advertisement for Shaker Heights, outside Cleveland: no matter what changes time may bring about, no matter what waves of commercialism may beat upon its borders, Shaker Heights is secure, its homes and gardens are in peaceful surroundings, serene and protected for all time.

From the beginning of the 19th century, deed restrictions were used sporadically to control building setbacks and impose other limitations on form, construction, and use of buildings. They were not generally explicit as to their duration, and in practice were most often applied only to a site's first generation of construction. In 1863 the Massachusetts Supreme Court found a 4-year old land use restriction in Boston to be a "permanent regulation" enforceable by current residents, setting the national precedent which began their use as long-term planning tools.

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almost continuous series of preservation efforts, mainly successful, involving most of the city’s public buildings and many of its churches, as well as its ancient burial grounds and Common. At first these efforts were hampered by the reluctance of public officials to accept preservation, even of buildings with acknowledged historical value, as a legitimate use of public resources. By the end of the period, preservation was an institutionalized activity both inside and outside of government.

The American preservation movement began with an antiquarian emphasis on historic associations, without much concern for buildings themselves as landmarks. Advocates of saving the Old South Church went out of their way to concede that the structure itself was uninteresting; the Revolutionary events it evoked were by contrast all the more sublime. The movement gradually evolved to be about permanence in the built environment. In the 1890s, citizens from around Massachusetts successfully opposed a threat to obliterate the State House’s original Bulfinch facade during the building’s expansion. This campaign’s momentum propelled a decade of further efforts to impose height restrictions around the State House so that its gold dome would remain visible, and to re-open views by clearing adjacent buildings. Whatever the preservationists’ original concerns, they ventured far into the realm of shaping urban form.

By the time Park Street Church was threatened in 1902, its numerous defenders explicitly acknowledged environmental stability and aesthetics as their motivation. The church was comparatively recent, and of historical value only to its own congregation, but it was a familiar and beautiful building at the most prominent corner in the city. The Old Custom House in 1909 required no preservation effort; expansion plans assumed from the beginning that the original building would be retained. In 1917, the preservation movement in Boston came full circle when the Governor of Massachusetts proposed that the state rebuild the John Hancock house on its original site.

Public planning, height restrictions, and zoning

The search for environmental permanence began through private methods. The real estate innovation of deed restrictions operated within the private land market. Preservationists’ preferred remedy for threatened buildings was to raise money to buy them. Public buildings necessarily had to be saved through governmental action, but this was government in its private role as landowner.

People seeking permanence in the built environment gradually found broader public powers to be useful where their aims were not well served by private methods. Local zoning, which restricted district building heights was the first public-sector answer for several of these aims. On Beacon Hill, as we have seen, it was an outgrowth of preservation attention to the State House. On Commonwealth Avenue, it corrected a defect in the Back Bay’s deed restrictions, which specified minimum building heights but did not anticipate (in 1860) the need for a maximum. While these early site-specific height restrictions were carried out under the state’s power of eminent domain, no compensation was paid for the Commonwealth Avenue restrictions. Landowners there seemed to view them, like deed restrictions, as a net benefit to their property. When expensive claims in other areas made eminent domain unattractive, Boston turned to the police power in order to exclude tall buildings from most of the residential areas of the city. The U.S. Supreme Court’s 1909 affirmation of these height districts provided one of the key precedents for New York City’s creation of the country’s first comprehensive zoning ordinance in 1916.

An important catalyst for the New York ordinance was the Fifth Avenue Association’s crusade to fix in place once and for all the fashionable retail district, which had been migrating north twenty blocks each generation. Zoning brought explicit public debate about the permanence of urban structure, within the framework of a new ability to exert control over its changes. While zoning had turned out to be a flexible tool which can encourage as well as discourage change, the intentions of its originators have been seen in their subsequent dismay at the use of variances and overzoning to undermine the land-use permanence they sought.

Zoning combined several independent objectives, among them financial stability and normative ideas of what cities’ spatial form should become. Zoning was also the synthesis of the disparate branches of the search for permanence. This synthesis initially left out preservationism, which was thrown back on its earlier methods until the advent of historic district zoning. A clear measure of the significance of this quest for permanence was its success: many environments designed for permanence a hundred years ago remain today in substantially their original form and as attractive as ever; at the time they were built there was probably no urban neighbourhood in North America for which this claim could be made. Buildings saved by preservationists three and four generations ago almost all remain saved. Urban structure is now a more stable thing than before. While no deliberate efforts could in themselves have brought about this stability, they probably helped solidify it and certainly shed light on its cultural causes and effects. Even though urban form may still change rapidly and unpredictably where there is not a forceful public effort to control it, we owe to this era the very idea that it is subject to public control, and that an appropriate object of that control is to prevent change.

References
10. Parker v. Nightingale (88 Mass. 341). See Lawrence Friedman, A History of American Law, (New York, 1965), pp. 420-21. The crucial legal issue was whether these could enforce restrictions directly against offending landowners, or only against the heirs of the original subdividers, which would allow any long-term restrictions unworkable in practice.
11. Massachusetts General Laws 1887, ch.418.
17. Historic district zoning was abrasive initially attempted in New Orleans in 1924, and achieved in Charleston, South Carolina, in 1931 and New Orleans in 1936. Boston’s first historic district zone, Beacon Hill, was not established until 1955, but even then was one of only a handful in the country. Jacob H. Morrison, Historic Preservation Law, (2nd ed. Washington, 1974), pp. 12-17.
Colonial Town Planning in Malaysia, Singapore and Hong Kong

Robert Home
Department of Estate Management, North East London Polytechnic

Planning history studies have given relatively little attention to the transfer of European-derived planning systems to their colonial possessions. What recent work has been done critiques such planning systems as inappropriate in the post-colonial situation. One of the few researchers in the field, Tony King, has provided a useful chronology for the 'export of planning':

(a) A period up to the early twentieth century when settlements, camps, towns and cities were laid out according to various military, technical, political and cultural principles, the most important of which was military-political dominance...

(b) A second period, beginning in the early twentieth century, which coincides with the period up to the early twentieth century when settlements, camps, towns and cities were laid out according to various military, technical, political and cultural principles, the most important of which was military-political dominance...

(c) A third period of post- or neo-classical developments... when cultural, political and economic dependence, provided the means to continue the British practice, with staff separate from the colonial administration, and pursuing public works projects similar to British city councils. A 1913 Singapore Ordinance established by-law planning on the basis of 36 ft streets and height restrictions. Hong Kong and Singapore were developed as Crown Colonies and trading centres, with 'direct rule' administration; all land was owned by the Crown or sold with few restrictions. In Singapore strong municipal government developed, while Hong Kong followed an extreme laissez-faire tradition, which continued into the Federation of Malaya States (1955). On the other hand, an indirect rule or protectorate system developed; the traditional rulers and land tenure systems were retained, with British colonial administrators ostensively in the role of advisers ('Residents'), and the mining towns and immigrant Chinese and Indian populations kept segregated from the indigenous Malay (or bumiputera) population. Until the 1950s towns were administered by sanitary and town boards, with appointed members, and staffed from the colonial administration (Norris 1980).

Transfer of British Town Planning 1920-50

Within a few years of the passage of Britain's first planning legislation (1909) and the formation of the Town Planning Institute (1914), British town planning practice was being exported to the colonies by garden city enthusiasts. 'We want not only England but all parts of the Empire to be covered with Garden Cities' (quoted in King 1980:205).

Singapore appointed a planning expert (Captain Richards) in 1920, and the FMS probably nominated by rivalry with the Straits Settlements, soon after approached the South Australian Government for the service of its town planner, C.C. Roade (1880-1933), who had worked in Britain as a publicist for the Garden Cities Association. Roade served as Town Planning Adviser to the FMS (one of the first such salaried advisers in the colonies) until his activities are covered in a recent PI article (Goh 1988). As a result of his activities through the 1920s and 1930s the FMS received so much support in the professional planning press in Britain that more than 300 in Hong Kong and Singapore, and the FMS passed one of the first provincial town planning legislation in British Malaya, 1934.

Compared with the FMS experiment in enlightened planning legislation, Singapore appeared to Reade as:

'...a striking example of unplanned modern city and regional growth unattended by any comprehensively general plan and complementary schemes of improvement and development. The outcome of that modern growth is much unnecessary disorder, congestion and difficulties for which remedial measures have long been overdue' (Singapore 1928).

Following criticism of the poor housing conditions that were created in Singapore in 1927, the Singapore Improvement Trust (SIT) was created in 1927; it was empowered to raise an improvement fund, undertake improvement schemes, and control development. The Singapore shophouse was singled out as a particular health hazard. Similar forms of building had existed in the commercial centres of medieval European cities: a narrow frontage (typically about 20 feet), great depth (100 feet or more) and no rear access, the group floor shop having no rear access, the group floor shop having an internal staircase to living rooms on the upper floors, usually subdivided into long, narrow cubicles, with little or no direct light and fresh air. These shophouses were considered to be the main reason for the high incidence of tuberculosis (Colaço 1950:306). Singapore had developed a type of back-to-back shophouse which created particularly insanitary conditions, and before the Second World War the SIT undertook a number of improvement schemes, opening up backlanes through 800 shophouse blocks to allow access for services and more light and air; this form of rehabilitation was later abandoned in favour of more comprehensive renewal.

In Hong Kong, although housing conditions and urban congestion were at least as bad as in Singapore, the colonial administration limited the planning function to a small division within the Lands and Survey sub-department of the Public Works Department, exercising less influence than in either Malaya or Singapore. Public control over private property rights was minimal, and attempts to impose planning restrictions were generally dismissed by the courts as ultra vires (Wigglesworth 1982).

By the late 1930s British town planning legislation was being exported to many countries. The 1947 Act is considered as the great milestone in British planning legislation, but most colonial legislation was based upon the earlier 1932 Act. Hong Kong paid lip service to the 1932 Act with its 1939 Town Planning Ordinance (Cap. 131), but it was largely ineffective, and even the Government Town Planner referred to it as 'a necessary charade' (Wigglesworth 1980). In Malaysia Part IX of the 1939 Town Boards Enactment brought the 1927 Act in line with British Practice.

Post-war and post-colonial planning

All three colonies were under Japanese occupation from 1941/2 to 1945, and after the end of the War three themes dominated planning:

(a) the continued export of British planning ideas under the Commonwealth Development and Welfare Programme and as part of the Attlee's Government's drive towards local democracy in the colonies;

(b) massive growth and redistribution of population, the result of a mixture of factors, the increase by a staggering tenfold in four decades (from 4.9 million in Peninsular Malaysia in 1947 to 11.1 million in 1980), but Hong Kong's increased by a staggering tenfold in four decades from 0.6 million in 1946 to 5.5 million in 1970;

(c) the politics of decolonisation and independence, under which planning and state intervention assumed a high profile.

In Malaya, the town planning department grew rapidly in size after the War, as an advisory department within the Ministry of the Interior and Justice. An important focus for its activities was the Emergency of 1948-56: some 400,000 Chinese were forcibly resettled in some 500 'new villages', in order to control estate workers and prevent food and supplies passing to the Communist insurgents. Crudely planned in rectangular layouts with no rear, the 'new villages' were for the most part set out by untrained staff, many of these settlements nevertheless remained in existence after the end of the Emergency.

British-derived new town programmes and regional planning schemes followed on the back of the political initiatives after Malayan independence. Petaling Jaya new town, on the outskirts of Kuala Lumpur, was followed by the creation of a Federal Capital Territory for Kuala Lumpur and
the development of Shah Alam new town as the state capital of Selangor. The 1969 riots led to a drastic political reappraisal resulting in a New Economic Policy to increase the participation of the Malays in urban and economic development. In 1971 the Urban Development Authority was created, which has built the prestigious Dayabumi Malaysian urban and economic development. In 1982, and seven regional planning authorities were created between 1972 and 1983 (Bruton 1985). Malaysia's Federal Planning Department has also been strengthened, growing from less than 10 professional planners in 1970 to over a hundred by 1982. A new Planning Act in 1976 was modelled closely on the British 1971 Act, introducing the new structure and local plans, but under the Malaysian federal structure the states can choose the parts (if any) of the Act they wish to adopt, which has limited the application of the new system (Bruton 1982).

In Singapore large-scale urban renewal and new town development was undertaken from the 1960s, helped by the falling in of 99-year leases granted by the East India Company before 1840 and 1860. A Master Plan was prepared between 1951 and 1956, and in 1960 SIT was reorganized into the Housing and Development Board, which built over half a million housing units in the following 25 years. The support of a strong land acquisition act. In 1965 the island rather unexpectedly became independent, and Planning became a politically high-profile activity. More corporations were created (the Jurong New Town Corporation and the Urban Reclamation Authority), and a programme of 15 new towns and major transport investments has reshaped the whole settlement pattern on the island. Over 80% of the population of Singapore now live in public housing (compared with 40% in Hong Kong), and well over a million people have moved into new towns in both city states, representing probably the largest and most rapid new town development programme in the world.

Hong Kong, however, remained the least planned of the three colonies. Sir Patrick Abercrombie, that ever-present planning guru of the day, prepared a 'preliminary outline plan' on a short visit in 1948, but government indifference to his initiative provoked a scathing criticism by a reviewer in the 1960s:

'Official Hong Kong policy - "Build now, plan later" - has proved to be the negation of his whole teaching both in theory and results ... The tragic outcome of this administrative effort is the crowding within 400 square miles of rocky terrain of over three million persons, most of whom are crushed within 5% of the total land area, ... a vast slum on the border of China in the face of decades of professional and academic protest. If the

Isle of Wight had been so treated by Asians, Britain would have risen in resentment long since ... The condition of Wanchai and the Western District of Hong Kong should have provided one of the few examples of colonial influence upon metropolitan planning practice, for Hong Kong was the model for enterprise zones and urban development corporations in Britain.

Conclusions

This article, it is hoped, has shown how the scope and effectiveness of planning activity has been profoundly affected by the colonial governmental structure. Malaysia inherited a strong planning tradition dating back to the work of Readie in the 1920s, and firmly located at the federal level of government, which was the direct heir to the colonial administration. Some major new town developments have been carried out, but planning effectiveness has suffered from the relationship between federal and state governments. Malaysia, while adopting the British system of planning-making with little modification, has not built a strong local government tier because of the continuing strength of the state governments. Planning seems to have had little effect on ribbon development, dispersed settlement patterns, or regional development, and to have over-emphasised technical content rather than planning for consequences.

Hong Kong and Singapore were very different colonial creations from Malaya - trading city-states with no traditional or pre-colonial system of government surviving. Singapore developed an interventionist style of government based on the municipal corporation and the improvement trust; after the War there was political backing for a major master plan exercise and a redistribution of population to new towns. Hong Kong's free enterprise culture brooked little state interference until the 1970s saw the beginnings of a comprehensive plan approach and planned decentralisation to the New Territories. It may seem ironic that, of the three countries under study, 'non-plan' Hong Kong should have provided one of the few examples of colonial influence upon metropolitan planning practice, for Hong Kong was the model for enterprise zones and urban development corporations in Britain.

References

Holidays With Pay

Helen Walker
University of Sussex

Fifty years ago the immemorial war against Ger­
many focussed the attention of the British

government on the importance of potential re-
cruits to the armed forces. Although soon

governed restrictions on the conditions of potential re-

cruits led to the armed forces. Although soon

governmental scrutiny of the overall fitness of the population had im-

proved in the inter-war period led to a

compliance and a lack of preparedness entirely

reminiscent of that manifested by governmental

scrutiny of the need for action produced a multi-facet ed re-

response which ranged from the eleventh

Training and Recreation Act of

the Access to Mountains Act .

restricted access to open countryside. This short

campaigned through the 1930s for unre-

considered an examination of one aspect of that re-

come per head rose by one third during the

inter - war years. The average

of declining prices during the period, and espe-

by a government preoccupied with the economy

resulted in a remarkable increase in the prevalence of savings klubs

which holidays with pay (were) given

provision had come in the form of a motion calling

days with play. A week’s holiday for a week’s

although calls for holidays with pay increased

they were disregarded by the establishment and

marginalised as the agitations of radical unionists

by a government preoccupied with the economy

the threat of war could no longer be

of international markets and the increas-

ing industrial decline meant that the cause

made but slow progress. A rare legislative gain

was the passing of the Control of Shops (Hours of Closin­
g) Act, a rather ad hoc piece of legislation which provided holidays in lieu of the ‘long’ days worked dur­ing the summer season by shop wor-

ers employed in holiday resorts.

Despite a series of collective agreements, the need to improve the fitness and health of the population prompted a range of govern­mental action and linked the issue with holidays with play. In March 1937 a De­partmental Committee on Holidays with Pay was established under the

chairmanship of Lord Amulree. Senior industrialists and trade unionists were invited ‘to investigate the extent to which holidays with pay (were) given to employed work - people, and the possi-

bility of extending the provision of such holidays by statutory enactment or otherwise; and to make recommenda-

tions’ . Extensive representation was

invited ‘ to investigate the extent to

which holidays with pay were granted to the

workforce, holidays were unifiind by one third during the

inter - war years. The average

of declining prices during the period, and espe-

by a government preoccupied with the economy

resulted in a remarkable increase in the prevalence of savings klubs

which holidays with pay (were) given

provision had come in the form of a motion calling

days with play. A week’s holiday for a week’s

although calls for holidays with pay increased

they were disregarded by the establishment and

marginalised as the agitations of radical unionists

by a government preoccupied with the economy

the threat of war could no longer be

of international markets and the increas-

ing industrial decline meant that the cause

made but slow progress. A rare legislative gain

was the passing of the Control of Shops (Hours of Closin­
g) Act, a rather ad hoc piece of legislation which provided holidays in lieu of the ‘long’ days worked dur­ing the summer season by shop wor-

ers employed in holiday resorts.

Despite a series of collective agreements, the need to improve the fitness and health of the population prompted a range of govern­mental action and linked the issue with holidays with play. In March 1937 a De­partmental Committee on Holidays with Pay was established under the

chairmanship of Lord Amulree. Senior industrialists and trade unionists were invited ‘to investigate the extent to which holidays with pay (were) given to employed work - people, and the possi-

bility of extending the provision of such holidays by statutory enactment or otherwise; and to make recommenda-

tions’ . Extensive representation was

invited ‘ to investigate the extent to

which holidays with pay were granted to the
The degree of circumspection contained in the recommendations of the Amulree Committee drew critical comment from those involved in the provision of holidays for the low-paid. In May 1938 the editorial of The Travel Log, newsletter of the Workers' Travel Association, endorsed the view of sections of the trade press:

'The Amulree Committee approves the principle of Holidays with Pay, but is in no hurry to see it embodied in legislation. Not before 1940 - 1941 is there to be any Act of Parliament assuring to the British worker the holiday privileges already granted in many continental countries. It is safe to say that the principle of Holidays with Pay is at last established in this country. It is less safe to say that (its) adoption (is)'.

Despite the relative caution of the recommendations of the Amulree Committee, nevertheless there is significance in the endorsement given to the correlation between the health and happiness of the individual worker and the efficiency of the workforce. While the conclusions of the Amulree Committee can be dismissed as anodyne, the establishment that holidays with pay might have an impact on the efficiency of the workforce led directly to the inauguration of a national fitness campaign.

By 1939, four million manual workers and a similar figure of non-manual workers were in receipt of holiday pay, a group representing approximately one half of those in employment. In the event wartime control of labour brought holidays with pay for almost all employees, a provision which was embedded irreversibly in the expectations of the workforce by the end of the Second World War.

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Defining The Metropolis In The Twentieth Century

Mollie Keller
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Most of us recognize that the city of bustling streets, sophisticated ladies and gents, and a jagged skyline backlit by a perfect sunset now exists only in old movies. Urban reality for us is creeping suburbanization, and the increasing interdependence of the outlying towns and villages that used to owe their very existence to the city. The city we know is not the official net-work of legally separate yet economically bound municipalities that can spread over a region up to five hundred miles long.

How our present spread cities came to be is the subject of my research. I am particularly interested in uncovering the roots of our "urbanopolis", not in technology or economics, or even highway acts or mortgage policies, but in the attitudes, assumptions, and ambitions of those who harnessed those tools. The city planners and builders of the first part of the twentieth century, in revolt against the congested, centralized cities of the last part of the nineteenth century, dreamed of a new metropolitan order in which the various component parts of a city - housing, business, industry - would be separated and spread out over a wider area. Their efforts to achieve this produced the anti-city that puzzles and frustrates us today.

The front page of the New York Daily Tribune of December 28, 1879, featured a detailed map of the rapid transit routes that had reached the end of Manhattan and were about to cross over the tightly gridded but still unbuilt blocks of the Bronx. The accompanying article heralded these improvements as proof of the city's growth and vigor. Not only would the new roads open West Farms and Fordham for development, but they would also improve land values in Harlem and Inwood, for, as the paper's secret "semi-official source" pointed out, the "thousands of businessmen" already commuting from Northern Manhattan on the Hudson and Harlem Railroads would now be able to get to work downtown without changing cars.

On page five of that same paper was a contribution from Frederick Law Olmsted called "The Future of New York." Olmsted's view of this march of progress was somewhat less sanguine. The recent development of Harlem horrified him. Builders there, rigidly respecting the 1811 grid that had for sixty years existed only on paper, were wedging slices and slivers of buildings into narrow rectangular blocks on land that should have supported spacious dwellings. Dismayed by what such unimaginative construction did for the quality of city life, Olmsted urged New Yorkers to throw away those ancient "ideas of a city, which have been transmitted to us from the period when cities were walled about and necessarily compact and crowded."

For Olmsted the gifts of modern technology - the railroad, telegraph, and telephone - were tools to create a better city, not just more of the same. With those tools New Yorkers could free their tight little island from the confines of its geography. They could span the rivers, broadening its physical and social boundaries until the city embraced both Newark, New Jersey, and Bridgeport, Connecticut, as well as Brooklyn, Yonkers, and Jersey City. Then New York could be a true metropolis.

Of course, it would need some help to achieve its full potential. In an earlier report Olmsted had advised developing separate commercial, industrial, residential, and recreational districts that could function as "integral, independent parts of the same metropolis." As he had explained: "If a house to be used for many different purposes must have many rooms and passages of various dimensions and variously lighted and furnished, not less must such a metropolis be specifically adapted at different points to different ends."

The New York he envisioned would support both a concentrated, compact business core of high buildings and "broader, lower and more open" areas which, combining in a greater or less degree ... urban and rural advantages, "would house the people whose wealth and talents could truly enrich and enhance the city's life." The one edition of the Tribune offered New Yorkers two definitions of their city. Both were based on the understanding that technology had made possible a new physical scale for the city, but both were profoundly different. One saw New York as a place for speculation and profit, a mother lodge to be mined by workers forced to pay high rents for overcrowded, dark, uncomfortable living quarters near the quickest paths to their jobs. The other saw it as an environment for living that provided all its residents with easy and affordable access to work and play and comfortable dwellings. One proposed extending into neighbouring territory the grid plan which had
come to symbolize the city for nineteenth century Americans; the other separated the business center from its surrounding suburban ring, and located both within a broad region among many other towns and cities whose trade and talents could contribute to New York's life and health.

The transit boosters won that round. What could be called urban sprawl followed the steam cars, and later the subways, into the four other counties that joined Manhattan to be the Greater New York in 1888. Olmsted's visions of a planned, specialized metropolis did not fade away, and the City Improvement Commission, a group of architects, artists, and businessmen appointed by Mayor Seth Low in 1903 to come up with a comprehensive development plan for the five boroughs, also deployed the way rapid transit lines squeezed New Yorkers into a few tight corridors through the city. They agreed that the railroads that had helped concentrate the city could now redefine it by interconnecting distinct civic, commercial, residential, and park districts instead of simply linking home office. Plans for Brooklyn and Jamaica Bay published in 1914 also called for specialization and diffusion. The development of grand terminal port facilities in Brooklyn and Queens would allow the city to handle more business and allow its workers to live farther from their jobs. It would also help those counties grow; the Brooklyn plan in fact predicted that the borough would eventually engulf all of Long Island. That Norton's Board of Estimate and Apportionment's Committee on the City Plan declared that the city needed a comprehensive plan which would not stop at the City boundaries but include the whole commuting belt (one hour from midtown by fastest transportation), so as to bring the entire region that is related to the city into one perfectly coordinated plan.4 This generation of planners saw beyond the grid; contemporaries of Daniel Burnham, they shared a larger understanding of urban life. They believed that the city's "eternal destiny" of growth would lead its citizens to "search for homes and congenial surroundings" in now removed towns and villages that would amount on the City into one perfectly coordinated plan.4

This vision of a metropolis that sustained, and was sustained by, carefully arranged resources and residents was simply put by the city boosters in the New York Times. "Twenty five years hence" Manhattan "will for the most part bear upon it great buildings of majestic proportions devoted to banking, industrial, artistic and literary pursuits." The Hudson and East River docks will be jammed with ships, and "east on Long Island, west of Connecticut" the "New Winchester, and south on the picturesque slopes of Staten Island will arise myriads of beautiful homes of a masterful and successful community. Manhattan for business and the suburbs for homes. It is inevitable."5

World War I and the defeat of the city's reform administration halted all progress on planning or building that kind of city for several years. New York made no further move towards thinking about its future until 1921, when Charles Dyer Norton, a trustee of the Russell Sage Foundation, convinced that institution to spend some of its New York City monies to take up the challenge of a comprehensive city plan. Norton was a zealous proponent of planning. He had been president of Chicago's Commercial Club when it raised the funds and commissioned Burnham to make his now little known plan. He had been in Washington as President Taft's secretary when the district was starting to act on the Macmillan Plan. And he continued to preach the planning gospel in New York. But Norton preached from the businessman's pulpit, not the visionary's. Cautious and conservative, he wanted his fellow trustees to fund a committee that would begin preliminary work on a comprehensive plan that could be drafted and implemented within the budget of government; Norton was well aware of the effect changing political fashions and fortunes would have on municipally funded projects. Following the Chicago blueprint, Norton appointed business men and lawyers to draw up a list of those aspects of urban life that needed improvement and organization; that done, he found experts to study each item carefully before fitting it into a plan. Not surprisingly, the list included the concerns and biases of the progressive business class that commissioned it and wrote up. Six of its eight major categories dealt with the city's physical and legal infrastructure. One study surveyed railroad and harbour facilities to see how New York's commercial lifelines to the rest of the nation and the world functioned, another analyzed traffic, transit, and transportation systems to find the best ways to move people from home to work and back again. A third recorded and mapped patterns of land use and population densities to determine a more efficient distribution of people and buildings; a fourth recommended zoning laws to encourage those more productive land uses and protect property values; a fifth compared taxation policies throughout the metropolis to come up with ways of financing and maintaining proposed improvements. A preliminary study located the region's parks and recreational areas, and scouted sites for new "garden city" developments. Once that was submitted, the immediate needs of the people who actually lived in this brave new city: one reviewed housing conditions, and the other looked into the umbrella category called Manhattan for business and the suburbs for homes. It is inevitable.6

After seven years' labour the Committee on the Regional Plan brought forth the Graphic Regional Plan in 1929. This volume explained and, in a series of maps and perspective views laid out on a map, it is also a device for getting things done work, so that the people will not starve; play, so that they will live a normal and well-rounded life." And so they tinkered with the city's works until it ran smoothly, efficiently, and economically. They planned a commuter city whose workers flowed in every morning and out every night, and strove to "set up a practical social ideal for the future...[and] minimum standards for health, safety and beauty...[so that] those daily tides could ebb and flow with no disruption. They envisioned the continued concentration of money, power, and culture between Wall Street and the Battery, and the blossoming of new, commercially-based suburban subcenters that, independent still relied on Manhattan for their capital and clients. They placed every village and town within the region's borders into a regional, instead of purely local, context. As promised, they tried to relegate "manufacturing districts" to the "back country" and to develop "the beauty of landscape and waterfronts... into a system of parks...bordered by residence districts." But they did so without any mentality that necessitated that those "lines of traffic and manufacturing districts will, at a pinch, have the right
The Committee on the Regional Plan of New York and Its Environments was the not only group but also one of the key actors in the development of a metropolitan ideal of the city and to seek ways in which modern communications and energy technologies could create a more humane urban environment. A maverick group of about twenty architects and planners, joined by a writer, an economist, a sociologist, a businessman, an educator, and a forester, the RPAA was a much more lively, experimental group than the RPNYE. Some of its members proudly described themselves as “open-minded socialists”; they kept no membership lists, elected no officers; they met at irregular intervals; and they accepted no support from any private or public institutions or enterprises. This freedom from establishment constraints allowed them to begin to construct their metropolitan vision by asking “what if?” instead of “what is?”

The RPAA manifesto appeared in the May, 1925, issue of Survey Graphic magazine. Lewis Mumford’s “The Fourth Migration,” set out the group’s conceptual framework and agenda. Mumford offered an alternative to America’s continuing loping-like migration into financial centers where human life was sacrificed on the altar of business by “city planners who fall in line with [and] plan for the agglomeration of everything that makes life more expensive and less enjoyable.” He suggested instead a movement into a network of small cities and towns within culturally and geographically different but harmoniously balanced regions. Thanks to highways and telephone and power lines, the population would not have to be massed into one overbuilt, over-extended, over-congested metropolis, but could be scattered throughout the region, giving every community and resident equal access to wilderness, rural, and urban environments. Mumford’s and the RPAA’s- ideal urban form was thus not a metropolitan solar system in which lesser municipalities revolved around a powerful central city, but rather a constellation of communities of varying sizes, each one separate and distinct, yet linked to form one greater picture.

Taking the work of Abraham E. Lefcourt, for example, an English immigrant to New York’s Lower East Side, Lefcourt’s first career was in the wholesale clothing business; his avocation, however, was real estate. In 1911 he became head of the Cloak, Suit, and Skirt Manufacturer’s Protective Association and found himself in a position
to bring both parts of his life together. Sensitive to the needs of his landlords in the rag trade, and even more attuned to the agitation of the push up-town merchants who wanted to move their suppliers off their doorsteps (efforts that would result in New York's first zoning law), Lefcort decided to build a safe place for the clothing manufacturers. He had put up one loft building on West 37th Street in 1910; in 1916 he added another on nearby 38th Street, with a million dollars worth of property. Lefcort left rags for reality. By the next year he was the single largest landowner in the district bounded by 35th and 39th Streets, 8th Avenue and Broadway - the heart of today's garment district. The twenty-seven storey Lefcort Clothing Center at 275 7th Avenue was a skyscraper for this area of Manhattan. But Lefcort encouraged the economic specialization of another part of the island, too, by building a series of midtown skyscrapers for "the highest type of executive's office." He also developed luxury apartments and hotels, averaging a skyscraper a year for twenty years before losing his dreams in the depression.

Consider, too, the career of Fred F. French, the man who once swore "you can't overbuild in New York." French did his share in building up Manhattan's Wall Street and midtown business districts, but he also noticed the ads for suburban retreats beyond the city line, and noted that many of the people who worked in his office buildings went home each night to Scarsdale and Great Neck. It was that commuter market he went after next. In 1925 he announced his most ambitious plan to date for Manhattan's largest ever housing project, the hundred million dollar Tudor City on a few acres straddling 42nd Street near the East River. Despite the site's unhappy proximity to the city's slaughter-houses, French created there a distinctive "nook in urbi" of attractive apartment towers, grassy lawns, trees, well-placed "rustic seats", even an eighteen-hole miniature golf course, all within a five minute walk of Grand Central Station. Playing on the era's rampant Anglophobia, French adapted suburban "Stockbroker Tudor" design for an urbanized, decorative buildings a la Bronxville with limestone moldings, heraldic devices, and carved cornices, and then dubbing them Windsor, Haddon Hall, and Hatfield House. Economies of scale helped him keep the costs low enough to attract those comfortable members of the middle class who were glad to have a pleasant conglomeration of suburban community without the daily dash for the 5:02.15 French was not the only developer who recognized that the city would have to compete with its ever-growing suburbs. Henry Mandel also combined commercial and community development in Manhattan. The success of his Park Vendome apartment complex on West 57th Street, with its solarium, terraced level shops, and maisonettes, confirmed his faith that there was always a market for luxury and elegance. Nor did he neglect the hundreds of more modest means. His two thousand apartment development in the west twenties was advertised as "walk-to-work" housing, for Mandel hoped that its residents could be pushed (preferably in one of his office towers) within twenty minutes by foot. The towers of London Terrace were arranged fortress-like around gardens and fountains, a swimming pool, and landscaped paths; its employees were dressed as British bobbies. Its tenants got comfortable, convenient housing in what we might call a theme park, but was to them a distinctive, secure community within the metropolis.

Mandel did not put all his eggs into high-rise baskets. He tried the suburbs, too. Sleepy Hollow Manor, a short train ride away in North Tarrytown, New York, featured "attractive residences," some of whose windows "allowed a glimpse of the Hudson River." That he was not alone in developing city and suburb, business and residence - Irwin Chanin, for one, left New York a heritage of both jazzy office buildings in Manhattan and the Green Acres housing development on Long Island - suggests that these builders were also encouraging the city to grow in certain ways. But the developers had no clear uniting metropolitan vision to work with. They could not afford one. Rather than spending time analyzing the causes and symptoms of urban dysfunction, they had to get right on with alleviating them. Usually they chose to do this by paying attention to trends, although whether they started or reinforced them is a chicken-or-egg question. They saw that midtown was drifting towards becoming a secondary business center, so they supplied the demand for office space north of 42nd Street. They saw that business wanted spacious homes in neighborhoods of like-minded people, so they built suburbs, carefully adapted to different social and economic needs, both in town and out. Responding to the urban dwellers' need to find a place for himself in the urban hubub, the developers reduced the metropolis from a complex organism to recognizable, manageable cells. The 1920s stirred an intense reaction to New York City, with its suburbs and midtown, suburban "suburbia" emptied the central city. With the downtown congestion, suburban neighborhoods of busy workers and commuters, suburban mushroomed, traffic jams, sunless tenements, and lack of parks were the evils that planners and builders identified and sought to remedy. The developers, unbathed in any ideology, built where they saw they would do the most good to their city and themselves. The RPNYE decided that spreading the congestion into specialized

areas within a sixty mile radius of Times Square would preserve the city's health and vitality by giving its labor force breathing space. The RPA dreamed of a metropolitan union of small cities and towns scattered throughout a giant region, each one a neighbourhood in a supercity that would be cosmopolitan and folky at the same time.

Three groups, three visions, three different arrangements of the furniture in Olmsted's house of many rooms. All three saw the metropolis as a collection of parts which could be separated and spread out from Maine to Virginia or from Brooklyn to Bronxville. And none of them offered a practical way of putting those parts back together. The planners and builders of the twenties defined the ideal metropolis as the antithesis of everything a city by its very nature is - a crowded, diverse, disorderly setting for hundreds of those chance encounters that can make or break one's fortune. Their non-city is our reality.

NOTES
2. Ibid. p.5.
9. Americans' first migration was to western lands, the second to industrial centers, and the third to financial ones. See Lewis Mumford, "The Fourth Migration," reprinted in Sussman, pp.64-65.
Research

Ordering the Land: the Preservation of the English Countryside 1918-39

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Shortly after beginning research into the movement to preserve the English countryside between the wars, it became apparent that I was not dealing, as I had initially expected, with a nostalgic and essentially conservative discourse. I was struck by the assertively progressive, at times modernistic, nature of the texts and images under consideration. This surprising correspondence of the two seemingly opposite poles of preservation and modernism has subsequently become the main theme of my research.

Many of the issues concerned were generated by a study of one man, the geographer Vaughan Cornish, a major but now neglected figure in the history of the discipline, and of countryside preservation. Cornish's work illustrated the linkage between what might otherwise have been considered disparate issues. Running through his writing on preservation, planning, physical geography, aesthetics, and eugenics was a theme of leadership, of education and improvement, and of an opposition of order and disorder, in scenery and society.

The research addresses four main thematic areas:

1. Aesthetics and Mysticism
Cornish's work, both in his writing and in his popularizing of the subject, was intended to educate and enlighten the individual, and so improve mind and body.

2. Evolution and Planning
It is important to situate the movement for countryside preservation within contemporary conceptions of the relation between mankind and the environment. Here the influence of the sociologist/anthropologist/planner Patrick Geddes is crucial. Geddes was a major influence on Cornish, and so on Patrick Geddes's blend of geography and sociology 'civic'. As the term suggests, his concern was not merely for the landscape and built environment but the citizens within. There was a strong educational and improving purpose to his activities, a purpose taken on by his followers in the preservation movement. Concerned with the improvement of the countryside he advocated the desecration of the countryside by the bureaucracy of the 'untrained' and 'uneducated' townswoman. The research considers the latter through an examination of discussions of literature considered an aesthetic and behavioural blight, and the former through a study of travel writing. Cornish and others, through travel literature, sought to promote a model for leisure based on such notions as pilgrimage, constructing, in the form and content of their texts, a framework of devotion and discipline. Cornish outlined three 'disciplines' through which 'the Pilgrim of Scenery', 'the scenerist', and 'the visitor'. The latter, with its emphasis on physical improvement and the 'fine discipline' of the body, recalls his advocacy of eugenics. Contemnatory images of leisure in the countryside constructed a model that was encouraged by the newly issued Popular Edition Ordnance Survey maps, which, through Ellis Martin's celebrated covers, themselves re-emphasised the aesthetic stress on clarity of form recurring in the praise given by both men to scenes of modern construction and technology. On the relation between town and country we find, from those concerned with 'The Preservation of Rural England', not a privileging of the rural over the urban, but an assertion of the value of both. The clear separation of the two is promoted, with a destasement of the blurring of boundaries by ribbon development: again the aesthetic emphasis on clarity of form is strong. City and country are constructed almost as two psychologically and socially archetypal landscapes and ways of life.

3. The Rhetoric of Preservation
The research considers in detail the formation and rhetoric of the C.P.R.E., founded in 1926 to combine disparate preservation groups in, initially, a quite literal 'council': the organisation became a separate body only later. Extensive use is made of archival material, textual and photographic, particularly that relating to the C.P.R.E.'s travelling 'Save The Countryside' exhibition, many of the images from which were published in 'The Face of the Land', the 1929-30 yearbook of the Design and Industries Association, co-edited by H.H. Peach, the organiser of the exhibition. The text included an introduction by Clough Williams-Ellis, the prominent architect and activist whose preservationist polemic 'England and the Octopus' had been published a year earlier. Where one might expect taste and action based around a past and a new, instead something quite different emerges. In a striking image from 'The Face of the Land' (Fig.1), a photograph of modern pylons gridding their way across the country ('No one can deny a real beauty in the standards of the upper picture') is contrasted favourably with what one might have thought would have been a more pleasing image of rustic and muddled telegraph poles. To the editors, though, the latter forms a 'disquieting' picture. As I have argued elsewhere, the dichotomy here, as in other 'preservationists' discourse, is less one of new and old than of order and disorder, in landscape and society.

4. Leisure and the Citizen
As well as the evolution of the English landscape, the C.P.R.E. concerned itself very much with the improvement of the English citizen, through attention given to what was a great expansion of leisure activity in the countryside, enabled by increasing access to motor transport. The leisure of townspeople had previously been constricted along the railway, or restricted to cycling distance; now new areas were opened up as the car and chalet spread leisure over the land. To those in the C.P.R.E., this presented both problems and opportunities; opportunities for the moral and physical improvement of the citizen, problems of the desecration of the countryside by the behaviour of the 'untrained' and 'uneducated' townsman. The research considers the latter through an examination of discussions of literature considered an aesthetic and behavioural blight, and the former through a study of travel writing. Cornish and others, through travel literature, sought to promote a model for leisure based on such notions as pilgrimage, constructing, in the form and content of their texts, a framework of devotion and discipline. Cornish outlined three "disciplines" through which "the Pilgrim of Scenery" could improve spirit, mind and body; the "contemplative", the "scientific", and the "Sparman". The latter, with its emphasis on physical improvement and the "fine discipline" of the body, recalls his advocacy of eugenics. Contemporary images of leisure in the countryside constructed a model that was encouraged by the newly issued Popular Edition Ordnance Survey maps, which, through Ellis Martin's celebrated covers, themselves re-emphasised the

Fig.1 From "The Face of the Land" p36
model. J.W. Tucker's painting "Hiking" (Fig. 2), depicting clean, lean and healthy girls poring over their map above a nestling country church and valley, is perhaps the typical image. The research also includes detailed studies of Nottinghamshire and the Norfolk Broads, examining the manifestation and operation of general themes in specific localities. In Nottinghamshire the focus is on the activities of the Notts. Rural Community Council, the chief local organisation in the inter-war period concerned with countryside preservation and rural life in general. The Broads study by contrast focuses on the construction of a symbolic landscape of leisure, through an examination of contemporary topographical writing, landscape photography, and promotional material issued by railway companies, holiday firms, and other interested parties.

The likely completion date for the research is September 1989, though, in the nature of a project covering such a diversity of issues, completion is perhaps the wrong word. Many loose ends are likely to be left untied. Any comments and queries would be very welcome, and should be addressed to the author at the Department of Geography, University of Nottingham, University Park, Nottingham NG7 2RD.

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6. "The Preservation of Rural England" was the title of what was in effect Abercrombie's manifesto for the foundation of the C.P.R.E., published by Hodder and Stoughton in London in 1926.
11. J.W. Tucker, "Hiking" (1936); Laing Art Gallery, Tyne and Wear County Council Museums, 50x60cm, tempera on wood.

Reports
La Reconstruction De Reims, 1920-30
Conference held at Reims, 2-5 November 1988
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Placed strategically to the east of Paris, the city of Reims suffered German bombardment at every stage of World War I. In November 1918 only 60 of its 14,120 buildings remained in a habitable state and its entire civilian population had been evacuated. During the following decade the new Reims rose rapidly from the ruins, its character being devised by early notions of city planning in response to national legislation of 14 March 1919 on the future growth of towns exceeding 10,000 residents, the law of 17 April 1919 which outlined compensation for war damage, and the skills of a galaxy of architects, engineers and benefactors. By Spring 1926 much rebuilding was completed and the city's population once again exceeded 100,000. A dozen garden suburbs had been built and much of the inner city was well on the route to recovery, with new houses, apartments, department stores, banks and civic buildings rising on every street. Not surprisingly, painstaking rebuilding of the cathedral, the hotel de ville, the theatre and the basilica of Saint-Remi were to take much longer.

Seventy years after the Armistice of 1918, a four-day conference was organised by the Ville de Reims, the Ecole Regionale des Beaux-Arts and the Universite de Reims to commemorate this vital phase in the city's history, to situate the planning of Reims in the intellectual context of the period, and to explore the experience of reconstruction in other parts of northern France and in Belgium. The event comprised 25 presentations by architects, historians and planners which were articulated around five major themes.

The first of these firmly placed the process of reconstruction in the economic and social climate of the early decades of this century. Jacques Mar­sellie (Universite de Paris VIII) traced the rapidity of French economic and demographic recovery in the early 1920s and showed how industrial output and productivity experienced remarkable dynamism, because of the return of Alsace-Lorraine to France and the incorporation of innovative technology. The 1920s truly heralded the modern age of consumerism and urban life. But, as Daniele Voldman (Centre National de la Recherche Scientifique) showed, many new features were only possible through the national policy on war damage, whereby individuals would receive complete compensation for loss. Parliamentary debate was fierce not only with regard to financial implications but also with respect to the most appropriate relationship between the central state and the individual property owner. Ultimately reconstruction was to be the responsibility of individuals working within the framework of planning rules, receiving monetary support from the state and in many instances having the support of reconstruction cooperatives. Red-tape prevailed, frustration flared and the weakness of the assumption that "A Allemanne paiera" was soon shown. Compensation came slowly and the city council was obliged to raise a number of loans to assist rebulding, thereby providing the lead for towns and villages elsewhere in the regions devastees.

The built environment of the new Reims was analysed by Remi Baudouin (Ecole d'Architecture Paris-Villemin) who contrasted the improved and more spacious city centre with the suburban cites-jardins that were planned by the paternalistic Foyer Remois (inspired by progressive catholicism), the municipal housing office, and several industrialists. The French style of cite-jardin represented an integration of planning ideas from Germany, Alsace and England and was also the manifestation of philosophical arguments regarding community ideals and the creation of a healthy and moral living environment. Not surprisingly it was used mostly by the Northern railway company which built a range of new settlements in the regions devastees.

The next five papers set the focus of discussion firmly on to the city of Reims. Historian George Clause (Universite de Reims) outlined the class structure and social geography of this industrial city on the eve of the war. Textiles, champagne and manufacture of food products dominated.
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Analysis of French planning from 1919 to 1930: the central role of Charles Roche in post-war rebuilding of Reims

By Peter Uyttenhove

Introduction

The city of Reims, the archdiocese of the cathedral of Notre-Dame, and the headquarters of the French Army, had been the scene of some of the fiercest fighting of the First World War. By 1918 the historic city centre had been more or less completely destroyed, and the impact of the devastation was felt throughout the country. The destruction of Reims symbolised the suffering of the whole French nation and had an important impact on American observers of the European war who interpreted this act of destruction as a crime against humanity. The need for formal plans to renovate the inner city and to manage future growth had been felt before 1914 and in 1916-18 a score of architects submitted proposals. François-Xavier Tassel (Urbaniste, Ville de Laon) demonstrated the influence of British and American planning notions on many of these submissions but emphasised that a workable programme was not forthcoming. Early in 1920 Mayor Charles Roche sought help from the Réunion des Travaux de la Ville de Reims, which provided an American planner in the person of George Burdett Ford. In a powerful paper, Marc Bédarida (Ecole Régionale des Beaux-Arts) reviewed the career of this controversial foreigner. Ford was neither 'cowboy' nor 'gold digger' coming to exploit the weakened citizens of Reims, but was a practising planner who had been trained at the Ecole des Beaux-Arts in Paris and held a French qualification in architecture. His 'plan' for Reims was drafted in less than one month, synthesising many features from the earlier competition and respecting pre-existing landownership, as well as coming up with innovative ideas on main roads, urban parks, and ways of opening up the inner city. Serious opposition followed from the Chamber de Commerce and the Amis du Vieux Reims. In fact, Ford's grand design was never implemented in its totality. Inadequate attention to complex property boundaries, tardiness of official compensation, rapid return by refugees clamouring for building to start and a host of other pressures conspired against it and required its revision. This was done by a Ponts-et-Chaussées engineer named Marcel Forestier who, as Directeur des Travaux de la Ville de Reims, carried out some of Ford's ideas in a pragmatic and simplified way.

The second half of the conference introduced a more emphatically intentional and strong architectural tone to the proceedings. Marie-Rose Desmed-Thillemans (Université de Bruxelles) outlined the impact of devastation in 242 communes in Belgium, explored laws on compensation and reconstruction, and then reviewed numerous maps and documents that have survived in Belgian archives, a legacy of Dinant as a case study. Marcel Smet's (Université de Louvain) changed the scale by using a wide range of drawings and photographs to analyse the intricate rebuilding of the cities of Ypres, Ghent and especially Leuven. He explained that it was not just a matter of replacing what had been lost but rather of reinvigorating the architecture of the city, from simple houses to public buildings, and the city's numerous textile mills. The horrific destruction of the Cathedral of Notre-Dame de Reims symbolised the suffering of the whole French nation and had an important impact on American observers of the European war who interpreted this act of destruction as a crime against humanity. The need for formal plans to renovate the inner city and to manage future growth had been felt before 1914 and in 1916-18 a score of architects submitted proposals. François-Xavier Tassel (Urbaniste, Ville de Laon) demonstrated the influence of British and American planning notions on many of these submissions but emphasised that a workable programme was not forthcoming. Early in 1920 Mayor Charles Roche sought help from the Réunion des Travaux de la Ville de Reims, which provided an American planner in the person of George Burdett Ford. In a powerful paper, Marc Bédarida (Ecole Régionale des Beaux-Arts) reviewed the career of this controversial foreigner. Ford was neither 'cowboy' nor 'gold digger' coming to exploit the weakened citizens of Reims, but was a practising planner who had been trained at the Ecole des Beaux-Arts in Paris and held a French qualification in architecture. His 'plan' for Reims was drafted in less than one month, synthesising many features from the earlier competition and respecting pre-existing landownership, as well as coming up with innovative ideas on main roads, urban parks, and ways of opening up the inner city. Serious opposition followed from the Chamber de Commerce and the Amis du Vieux Reims. In fact, Ford's grand design was never implemented in its totality. Inadequate attention to complex property boundaries, tardiness of official compensation, rapid return by refugees clamouring for building to start and a host of other pressures conspired against it and required its revision. This was done by a Ponts-et-Chaussées engineer named Marcel Forestier who, as Direc-
Association of Collegiate Schools of Planning, Buffalo, USA, October 1988

Marc Weiss

Planning historians held two very well-attended sessions at the annual meeting of the Association of Collegiate Schools of Planning in Buffalo, New York, during the last weekend in October.

One session, entitled Postwar Federal Programs and the Ghetto, consisted of a paper by Roger Montgomery and Kate Bristol on The Ghost of Pruitt-Igoe, a paper by Yale Rabbi on Mobility and Disruption: The Highway and the Ghetto, and one by John Bauman on Life in Philadelphia's Allen project.

Montgomery and Bristol criticized what they called the architect's myth that design failure was the main reason for the demise of the St. Louis public housing project in 1972, offering instead an analysis of social, economic, and political forces that contributed to the project's difficulties. John Bauman corroborated this view with his detailed look at one housing project in Philadelphia. Yale Rabbi discussed several forms of racism that pervaded the federal highway program, particularly the use of highway construction to demolish minority neighbourhoods. Mel King of MIT, a longtime civil rights activist, provided challenging comments as the discussant, which provoked vigorous debate from the panel and the audience.


This research represented very new work in the planning history field, including three doctoral dissertations in progress and one just completed. Michael Holleran examined the growth of movements and mechanisms to stabilize urban physical life in Boston, including deed restrictions, height limitations on buildings, and historic preservation. David Beito described the extensive and fairly unique system of private streets in St. Louis. Mollie Keller discussed the changing conceptions of the growth of Long Island suburbs in relation to New York City and the surrounding metropolitan areas. Cliff Ellis critiqued the design conceptions and planning ideas of highway engineers. Zane Miller offered a stimulating synthesis in his role as the discussant. Many questions followed from the audience.

Both of the sessions were organized by Marc Weiss and Roger Montgomery, and were chaired by Marc Weiss.

Sources

National Inventory of Documentary Sources in the United Kingdom and Ireland

A helpful source for users of archives and manuscript collections is a newsletter circulated three times a year. It contains news and views on collections, and is designed for scholars and researchers. The editor of the newsletter is Heather Owen, and to be included on the mailing list (at no cost) you should write to the above editor, c/o Chadwyck-Healey Ltd., Cambridge Place, Cambridge CB2 1NR.

In the current issue (No.3, February 1989) for instance, the following items might be of particular interest to planning historians:

Local History in Greenwich

In 1970 the London Borough of Greenwich opened the Woodlands Local History Library and Art Gallery which amalgamated collections from the former metropolitan boroughs of Blackheath, Greenwich, Lewisham and Kidbrooke. The four constituent parts, housed in separate rooms, are: The Local Collection which contains books, pamphlets, prints, drawings, maps, photographs etc., relating to the history of the towns and villages within the London Borough of Greenwich; the Kent Collection, concerned with the history and topography of the County of Kent; the Martin Collection which is a very extensive private bequest of documents on the history of Blackheath, Greenwich, Lewisham and Kidbrooke; and the Archive Collection contains the official records of the Borough and the former civil parishes, and other deposited records.

The Local History Library is a Diocesan Record Office, and it also holds Parish Registers, Churchwardens and Vestry Records, Charity Records, Workhouse Minutes, Non-Conformist Records, Board of Health Minutes, Petty Sessions Records, Business Records, Political Party Records.

For further details of Woodlands and its collections, or for a copy of a guide to the Local History Centre (20p) please contact Julian Watson, Local History Librarian, Woodlands, 90 Mycenae Road, Blackheath SE3 (Tel. 01-858-4631).

Water Records

The Historical Manuscripts Commission have expressed concern over the future of records belonging to water authorities following water privatization proposals. The HMC have already been in contact with the authorities in an attempt to ascertain their plans for the material, which is not protected by 'public record' status. Local archivists are urged to make contact with their water authority to see what may be arranged.

Maxwell Fry

To commemorate the life and work of Maxwell Fry, a leader of the Modern Movement in British architecture, RIBA have set up the Maxwell Fry Fund in the British Architectural Library. Funds raised will be used to buy rare or otherwise valuable books on 20th century architecture.
Planning History Practice

Celebrating a Centenary

Dennis Hardy
Middlesex Polytechnic

It was the 1888 Local Government Act that ushered in the county council system in England and Wales - a system of local government that offers a basis for managing town and country in subdivisions, but allow a broader approach than that of district authorities alone.

Century celebrations around the country this year are taking a variety of forms. In Hertfordshire, for instance, the county which hosted the two original garden cities, Letchworth and Welwyn, has organised a lecture series on a garden city theme.

Another ambitious programme is that of West Sussex County Council, with its offering of a series of events throughout the year and a special publication to mark the occasion. Subtitled somewhat optimistically (given some of the uncertainties which now surround the future of county councils within the local government system), West Sussex County Council: The first 100 years, the book is of much more local interest. For planning historians, the story of 100 years of local government in a southern county offers a fascinating case study of planning change.

The well-illustrated book is arranged chronologically, sketching in the background to the formation of the county before dealing with the period through to 1918. Attempts to improve the health, education and road systems in what was still a predominantly rural part of Britain constitute much of the early work of the council. In the interwar years, a tantalising reference to the activities of the Land Settlement Association - focusing on a planned agricultural settlement at Sidlesham - invites further research. At the same time, there is also reference to the variety of settlement formation in the rest of the county in this period, and to the emergence of planning.

West Sussex between the wars attracted large numbers of new residents. Shanty towns with houses made from railway carriages and other cheap materials appeared on Shoreham and Pagham beaches, and all along the coast new bungalows were built to lure people from the grime and bustle of London and other big cities.

In neighbouring East Sussex, land on the chalk cliffs between Brighton and Newhaven was sold off in plots for cheap housing. At the same time, ease of communications with London by railway led to the rapid development of East Grinstead, Burgess Hill and, above all, Haywards Heath.

Haywards Heath was a creation of the railway age, providing homes for thousands of London workers who preferred to live in what they thought would be the countryside. A particularly interesting example of 1930s development is the Franklands Estate on the edge of Haywards Heath, provided by the local Rotary Club during the Depression as a model village of 300 houses and flats let at low rents. A contrasting inter-war development was the Aldwick Bay Estate at Bognor. The estate was laid out in 1929 by a Captain Allaway for the town dweller who desires a nice type of seaside residence and for the retired wishing to reside in a peaceful neighbourhood not invaded by trippers and charabanc parties. Purchasers' individual requirements were catered for and each house was to be elegant, individual and comfortable, including as many modern labour-saving devices as possible, and to a value of not less than £1,000.

In the grounds of CRAIGWEIL HOUSE

Backed by SUSSEXDOWNS

Fronted by the SEA

Freehold prices from £1,000 to £2,775.

Pairs from £400 for houses built to accepted plans and houses available for renting.

Bathing huts available on private beach.

CRAIGWEIL-ON-SEA BOGNOR REGIS

For development in the countryside led to the formation, in 1923, of the Society of Sussex Downsmen, determined that another Peacehaven should not be allowed to occur. Town planning was in its infancy, it being open to county councils to become involved if they so wished. Recognising the importance of the embryonic planning system, the county council became the first in the country to appoint a County Planning Officer, Mr N.W. Robinson, in April 1931.

After the Second World War, two events are of particular interest in the history of planning. One relates to the outcome of unplanned development at Shoreham Beach, which had led to the hap hazard siting of some 700 bungalows and converted railway carriages, in defiance of the best intentions of a county council with limited planning powers. The war itself led to the removal of most of these structures, and the 1947 Town and Country Planning Act at last provided a means for the county to determine the form of future development. Significantly, this relatively isolated shingle spit became the site of the first of the Development Plans to be authorised under the new planning system.

The other event to note is the siting of one of the first of the postwar new towns, at Crawley. Designated in 1947. The first building was delayed for three years as a result of fierce local resistance (unsuccessfully pursued through the courts) and the economic difficulties of the country at that time. In passing, it is interesting to recall that the original brief to prepare a plan had been given in 1946 to Thomas Sharp, but he resigned in the following year and the preparatory work went, in turn, to Anthony Minoprio.

An apposite footnote for historians is that symbolic recognition of the centenary is matched by the proposed opening at the end of the year of a new County Record Office - with the prospect of fresh research on the above topics of land settlement, urban development, statutory plans and new town history.


Acknowledgement is made to Jane Robinson, County Information officer, for kindly supplying prints.

Harold Macmillan inspects projected Crawley industrial estate
Networks

Australian Planning History Group

Alan Hutchings
Convenor, Australian Planning History Group

Perhaps inspired by the success of the special Australian Planning History issue of Australian Planner (V.26, N.3 - September 1988), the small band of Australian planning history enthusiasts gathered, on 1st September, 1988, at a special meeting during the Royal Australian Planning Institute's Bicentennial Congress in Melbourne.

The Australian Planning History Group is one of the special interest groups encouraged by the Federal Council of the Institute (the others, currently, are the Urban Design Group and the Rural Planning Group). Those present worked on a thematic, research and action agenda for Institute members, friends and associates.

Perhaps the most important initiative identified was to ask Federal Council to support a full blown history of the Institute and the profession generally in Australia. Many group members had their first planning history appetites whetted by Gordon Cherry's 1974 history of the RTPI and were of the view that an equally ambitious local project was overdue. A draft brief aiming for philosophical direction and research substance is being prepared.

Using the classic framework of "process and product", suggested research themes included in the process mode, are methodological development, the growth of the idea of Planning as a context for decision-making and, of course, administration and legislation. The work done so far in Australian Planning History is particularly rich in this area. Administrative arrangements have fascinated both practitioners and academics for some years now. In South Australia, the statutory policy making authority - separate from the legislature - has been the focus of attention in its early Colonial modes, its early 20th Century North American influenced forms and in its recent planning and development manifestations by a number of commentators. This year, in the Australian Planner Bicentennial issue, a range of authors analysed the history of administrative and policy interrelationships in Western Australia, New South Wales and the Australian Capital Territory. It has all proved fascinating stuff - at least to Antipodeans.

In this field, the big news was the demise of the National Capital Development Commission in mid-1988. Hence a major subject identified was the need to study its role both as a focus for planning ideas and as an organization. Given that the Commission was the effective successor to Walter Burley Griggen and his professional and organizational colleagues who produced (if the Australian and Northern Hemisphere newspaper of the day are to be believed) the key western urban development of the early 20th century, this project is of crucial importance. Naturally Karl Fischer's pioneering Canberra: Myths and Models would be a starting point. Karl, of the Institute of Asian Affairs, Hamburg, must be considered the Group's Western European connection.

With regard to product, a number of scholars are looking at the history of specific schemes and plans and there is a strong emerging interest in the evolution of urban design.

Much of this is currently focussed on Adelaide. Its very strong plan-form, designed by Colonel Light as a quintessence of Hispanic and Anglo-Saxon New World/new town development themes in the colonial 16th-19th centuries, continues to inspire (obsess?) research into urban form and design. Some of us are working on how urban design has evolved from this background as a strong element in official planning policy. Others are using it to help work through the modernist versus post-modernist tensions in planning rather than architectonic terms.

This has led to both interchange and common membership with the Urban Design Group. However, given the diversity of interests and enthusiasms among planning historians, this does not mean an overemphasis in this direction, rather it just illustrates the directions of a particular theme.

In the immediate future a number of procedural actions are proposed to set the groundwork for a longer term research program. Readers of Planning History should look for more regular news columns such as this, Antipodean orientated articles and a "Planning History Network" flyer in Austplan. Contacts with kindred souls in New Zealand are also being sought.
Publications

Abstracts


This is the first record and analysis of the growth and development of Irish environmental planning from 1920 up to the 1980s. It details the introduction of planning legislation, models and theories both in Northern Ireland and the Republic. Among the topics examined are the reconstruction of Dublin in the 1920s, the accommodation of the Government function, the attempts at administrative reform, planned housing initiatives, the role of regional planning in economic recovery and the need for environmental protection. The resurgence of planning in the 1960s and 1970s is set against the contemporary background of demographic social and economic change. The final chapter reviews planning and related developments in the 1980s with an emphasis on environmental issues, rehabilitation and the Custom House Docks scheme.


Through a study of how the responsibilities of the Local Government Board, namely for local government, the poor law, public health and housing were handled, the volume analyses the problematic emergence of Statist or collectivist attitudes to social policy before 1919, and explains the weak integration of local government into national domestic policy. The organisation, style and methods, and in particular controls on local finance and capital formation, of the Board are examined.


The demand for labour in the mineral boom of the 1960s in isolated, hitherto sparsely-populated, resource-rich areas of Australia was met largely by the recruitment of labour from cities, accommodated in new towns. The essays place the phenomenon in its international context, trace the economic, physical planning and social issues, governance and industrial relations behind the construction of the new towns, and explore the alternative settlement options for resource development in similarly remote settings.


From the 1830s onwards, the public sector came to play an increasing role in regulating the urban environment. Local government, strengthened at the turn of the century became a key agent of change. In contrast to other topics, politics, economy, demography and technology, the volume traces the steps in the public regulation of the environment, from by-laws to town planning in its many changing forms.

Planning History Vol. 11 No. 1


Published some 25 years after the first draft of this book was written, the tenth edition contains a much greater amount of revision than has been usual. Other than the first chapter, the chapters have been revised to a varying degree. Chapters on the countryside and the environment have been expanded to take account of increased concern for these matters. As previously, the book ends with a discussion of planning and the public.


In the light of the decentralisation of a broad range of functions typically associated with the center city, the authors analyse two contemporary downtowns to shed light on the question of their role in a polycentric urban world. The study looks at changes in the size of the two downtowns and the spatial distribution of land uses within each since the mid-1960s and on changing patterns of use of those spaces. The findings on the two cities are not discussed in the broader context of cultural, political and economic differences that justify comparative analysis. The two studies are better regarded as parallel rather than comparative treatments.

Dennis Hardy and Lorna Davidson, eds., Utopian Thought and Communal Experience, School of Geography and Planning, Middlesex Polytechnic, London 1989, 97pp, £6.00 (£4.50, including postage outside UK and EC), ISBN 0 9048 0467 4.

In July 1988 participants came to Scotland from some twenty countries to attend a conference at New Lanark and Edinburgh. The conference, 'Utopian Thought and Communal Experience', was jointly sponsored by the International Communal Studies Association and the National Historic Communal Societies Association and was hosted by the New Lanark Conservation Trust. Papers and discussions were far-reaching, offering new dimensions to familiar topics and others setting out along fresh paths. It was a unique discussion of theory and practice in a field that never fails to fascinate. As a record of this event, this publication offers a cross-section of contributons. In addition to forewords from the sponsors, and abstracts of all the papers presented at the conference, the eight plenary papers (by John Harrison, Krishan Kumar, Donald Fitzner, Henry Near, William Metcalfe, Tony Weggemans, Menachem Rosner and Tony Gibson) are reprinted in full.

Mike Hefferman and Pyrs Gruaffudd, eds., 'A Land Fit for Heroes': Essays in the Human Geography of Inter-War Britain, Department of Geography, Loughborough University, 1988, £5.95, ISBN 0 907038 034.

The essays in this volume explore different aspects of the human geography of inter-war Britain, reflecting and extending the increased critical concern with this instructive period of British history. Topics covered include a geography of the 1926 coal dispute, mining communities in South Wales and Nottinghamshire, citizenship in Poplar in the 1920s, rural planning in Wales between the wars, travel writers in the 1930s, and leisure building at the seaside in the interwar years. The essays were originally presented at a symposium sponsored by the Historical Geography Research Group of the Institute of British Geographers in the Department of Geography, Loughborough University of Technology towards the end of 1987. At the time of the symposium, the authors were all postgraduate students.

Stephen Jackson, ed., Industrial Colonies and Communities, Conference of Teachers of Regional and Local History in Tertiary Education, Liverpool Polytechnic, 1989, £2.50.

The papers that are collected together in this volume were first presented at a day seminar organised by the Conference of Teachers of Regional and Local History in Tertiary Education (C.O.R.A.L.) at the Institute of Historical Research, University of London, on 14th May 1988. Industrialization in Britain led to the appearance of 'industrial villages' near factories or other places of work. Many of these were employer-promoted or employer-dominated, and in that respect they show signs of deliberate social policy. Many more seem to have been haphazard in their growth, and yet others are now fossilized in the urban environment, having been absorbed by the spread of towns. Some 'colonies' may have played an appreciable part in the growth of individual towns, influencing morphology and housing.

Dublin Sketch Development Plan: Metropolitan Area

This urban biography of Kingsport, Tennessee traces the development of "the first thoroughly diversified, professionally planned, and privately financed city in twentieth-century America." Wolfe introduces a revisionist perspective by suggesting that the city's prominent planning consultant, John Nolen, did not exert the influence on the city's physical development that has been traditionally associated with his role. Once the story moves beyond the city's planning era (the 1920s), the volume takes on the attributes of the standard urban biography.


This volume constitutes an elaborate and rigorous assessment of prevailing theories of urban development. The authors not only supply a convincing argument that the city is a theater of multiple actors and competing interests, but weld together a nicely composed series of case studies on cities such as Dallas, Atlanta, Baltimore, New York, Paris, Kalamazoo, and New Orleans. The mix is unusual but the product superb.


This volume represents a comprehensive guide to the architecture and urban development of Pittsburgh that will find a variety of appreciative audiences. Architectural historians will find solid descriptions of many well-known buildings in this industrial community. For urban planners and students of planning history, the author pays particular attention to the urban context of design and architectural features.


The examples of macro-economic policy, defence, industrial rationalisation, labour and unemployment policy, local government and regional policy show how State intervention tended to intensify uneven capitalist development. Until the later 1930s, policies worked to the disadvantage of depressed 'outer' Britain and favoured the more prosperous South and Midlands.


Introduces the philosophy, technical details and practical considerations of planning under the general headings of Think - Analyse - Suggest - Evaluate. Use is made of innovative diagrams, thought-provoking exercises and bibliographies.


First published in 1966, this is the first paperback edition of the acclaimed study of the planning, financing and building of the New Town of Edinburgh, tracing the origins and development of one of the most comprehensive, detailed and remarkable urban expansion programmes ever undertaken. A new Preface introduces chapters on the planning debates, fund-raising schemes, the administrative and legislative infrastructures, and the construction of public buildings.

With acknowledgements to John Sheail for abstracts received.

Catalogues

Architecture, Art, Design, etc


Planning History Group

The Planning History Group, inaugurated in 1974, is an international body. Its members, drawn from many disciplines, have a working interest in history, planning and the environment.

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Membership
Membership of the group is open to all who have an interest in planning history. The annual subscription is £10 (currency equivalents available on request).

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Professor Gordon Cherry is Joint Editor with Professor Anthony Sutcliffe of an international journal concerned with history, planning and the environment Planning Perspectives. There is a link between Planning History and Planning Perspectives and members of the Planning History Group are able to subscribe to the latter journal at very favourable discount rates.